

GOV. EDWARDS OPPOSES FEDERAL PROHIBITION

Appearing Unexpectedly, After Secretary Daniels Had Concluded His Address, Mr. Edwards Announced He Would Carry the Prohibition Question to the San Francisco Convention—Declared the Issue Must be Decided by the People Next November—Protests the Right of Any Super-Power at Washington to Impose Its Will Upon Us in the Direction of Our Habits, Our Manners, Our Tastes and Local Customs—Governor Smith, of New York, in a Telegram Conveyed His Belief That Federal Prohibition as Imposed Upon the American People is "a Restriction to Personal Liberty Which Russia in Her Darkest Days Never Dreamed of."

New York, Feb. 5.—Prohibition and the (Sims) Daniels controversy were injected tonight into the testimonial dinner given here to Homer S. Cummings, chairman of the democratic national committee, at which Secretary Daniels was the principal speaker. One thousand invitations had been issued to the banquet, which was attended by prominent democrats from all parts of the country. The prohibition issue was brought into the proceedings by Governor Edwards of New Jersey and Smith of New York and was greeted with obviously mingled feelings by the diners. Governor Edwards was not on the official list of speakers and was called upon unexpectedly after Secretary Daniels had concluded his address. Earlier in the evening the New Jersey executive had been given a striking address when he entered the dining hall and there was an even greater demonstration when he arose to speak.

Governor Edwards declared that a great issue had emerged from the past, "the issue of state rights versus personal liberty." He asserted that that issue must be decided by the people next November. "If the federal government," he continued, "may shiver the doctrine of state sovereignty and without a commission or mandate from the people, enter upon our firesides and into our homes with the bureaucratic system of office holders and overriders of the theory of our constitutional government, and all rights incident to home rule and local state government are destroyed. Under such a system, the independence of the union of the free states becomes a myth and we have the necessary alternative of a great super-power at Washington, imposing its will upon us in the direction of our habits, our manners, our tastes and our local customs, until nothing is left of the independent state of our fathers but the name."

"The situation is a political sacrifice and I purpose to carry the fight of San Francisco regardless of what any man or set of men may personally think. I am bringing about a popular re-statement of the doctrine of state rights and popular local home rule upon which our fathers founded this government. The contribution of Governor Smith's contribution to the prohibition issue was confined in a telegram expressing his regret that sickness prevented him from being present. In his telegram the New York executive said:

"Do not forget the time honored democratic doctrine that the government is most effective which governs the least. This precept of democratic faith in the recent past has been grossly and willfully sinned against, there was imposed upon the people, when in the name of democracy, free people without asking their direct consent, a restriction to their personal liberty which Russia in her darkest days never dreamed of."

The name of Admiral Sims was introduced by John M. Riehe, the toastmaster, at the conclusion of Secretary Daniels' address. The secretary dwelt upon the great service performed by the admiral in the great battle of the sea mine warfare in putting an end to the German submarine menace. He introduced the admiral's name with the first high American official to conceive the idea. Mr. Riehe, before calling upon Governor Edwards as the next speaker, said:

"Secretary Daniels spoke of the great battle laid across the ocean. I have just received a memorandum which shows that the only American officer who opposed the laying of that barrage was Admiral Sims. The mention of the admiral's name was the signal for considerable hissing and booing from various parts of the dining hall.

Among the prominent democrats who were seated at the head of the table were: Charles B. Alexander, vice president of the National Democratic Club; Assistant Secretary of the Navy Franklin D. Roosevelt; Elizabeth B. Bass, chairman of the Women's Bureau of the Democratic national committee; and National Committeeman Robert F. Hendephe, New Jersey.

CUMMINGS PLACES BLAME FOR EVERYTHING ON REPUBLICANS
New York, Feb. 5.—Democratic leadership in the senate has stood for unqualified ratification of the treaty of peace. Homer S. Cummings, chairman of the democratic national committee, declared in an address last night at the testimonial dinner given him by the National Democratic Club. When that "became impossible," he added, "it has stood for such reservations as would preserve the spirit of the document and make its re-submission unnecessary."

"If republican leadership," he continued, "blind to overwhelming necessity for an honorable peace, drives this issue ultimately into the arena of politics, the democratic party will unflinchingly take up the gauntlet of battle. Upon that issue we shall have the support of the moral and spiritual forces of the nation."

Wilson Approves Sale Of German Ships

Sale Contracts Keep the Ships Under American Flag and Subject to Needs of the Army.
Washington, Feb. 5.—President Wilson has approved the sale of the thirty former German passenger vessels, for which the shipping board recently received bids, and negotiations for the sale will proceed. Chairman Payne of the board announced tonight.

To meet objections of the war department, which recently protested against the sale of certain of the liners as needed in its transport reserve, Mr. Payne said a clause would be inserted in the sale contracts specifically and emphatically keeping the vessels under an American flag and subject to the needs of the army in case of a national emergency.

None of the bids which the board received for the sale of the liners was offered for more than \$1,000,000. The board has decided to dispose of the vessels by public sale and the following resolution was passed, unanimously by the board tonight:

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Condensed Telegrams

Only one arrest has been made in Orange, N. J., since prohibition went into effect.

Pope Benedict has decided to hold a consistory during Lent, probably about March 1.

War department announced half of the 8,000 American forces in Siberia were withdrawn.

State department was notified of the murder of three American relief workers in Syria.

National Non-Partisan league will place a complete ticket in the state of Washington next fall.

Racing stables burned at Long Branch, N. J., were valued at \$500,000 by camp wall authorities.

Mississippi senate without a dissenting vote ratified the women federal prohibition amendment.

According to the London Daily Sketch, G. H. Roberts, the British food minister, has resigned.

Two South African officers left London for Cape Town in a South African government airplane.

Brazilian government promulgated the recently enacted law authorizing the issue of a loan of \$700,000 pounds sterling.

The last five months the total debt has shown a decrease of about \$20,000,000 and the floating debt about \$750,000,000.

It has been definitely learned that the steam packet Lyagh, which left Liverpool Monday night for Dundalk, Ire., is safe.

The inter-allied plebiscite commission took over all the administration services in Teschin, Silesia, February 3.

Captain Prudence and a crew of 54 men have left Havre for Newcastle, Eng., to take over the former German steamship Cassel.

Efforts to keep intact the fortune of former Emperor William are condemned in a long editorial by the Berlin Vorwaerts.

A French landlord convicted of raising rents to an "abusive rate" was sentenced to spend one month in jail and pay a fine.

Thomas Thompson, former mayor of New Bedford, and known as "the man in the overalls," died after an illness of four years.

January failures, as reported, totaled \$11, the smallest number in 23 years, while the purchases of the smallest for the same period.

The stockholders of the Boston & Maine railroad will be called upon to consider the purchase of \$10,000,000 worth of new rolling stock.

The 1200 freight handlers of the Boston & Maine railroad have voted to pull the strike off for six days.

London Evening Standard announced the British government had taken steps to reduce paper money in circulation by 20,000,000 pounds.

The German tank steamer Hara and Wotan have been apportioned to France and crews have left for Scotland, where the vessels have been lying.

General Denkin, former anti-Bolshevik leader in southwestern Russia, landed at the Bulgarian port of Varna on Monday with a few of his officers.

Archbishop Del Rio, primate of the Catholic church in Mexico, has issued a formal denial that the church will participate in the presidential campaign.

Measures to prevent under absorption of German properties through foreign capital are provided in a bill now before the Prussian national council.

Federal, state and railroad facilities may be employed co-operatively in Connecticut to furnish vocational training to employees of the New Haven road.

Danger of an attack on Constantinople by the Young Turks led army, as reported in dispatches from London, is not regarded as serious by army officers.

Former Premier Asquith of England declared the only way to get at the root of Irish troubles is to allow Ireland self-government, similar to the Dominions.

Four carloads of whiskey valued at \$600,000 were seized at a North river pier, New York, by order of J. J. Quinley, assistant federal prohibition agent.

Gitlow Guilty of Criminal Anarchy

Former Bronx Assemblyman Was Remanded to Jail Until February 11 For Sentence.

New York, Feb. 5.—Benjamin Gitlow, former Bronx assemblyman, was found guilty of criminal anarchy by a jury in the criminal branch of the state supreme court here this afternoon. The jury was out 2½ hours. Gitlow was remanded to jail until February 11 for sentence. The law provides a maximum penalty of from five to ten years in state prison. He was indicted with James Larkin, Irish labor agitator.

Clarence S. Darrow of Chicago, Gitlow's counsel, indicated that an appeal would be asked, taking exception to many of the papers and the defense team objected particularly to some of the definitions of Justice Weeks, including those of the words "advocate," "proletariat," "bourgeoisie" and "expurgate," which were recurred throughout the trial.

Gitlow was arrested in a raid on Communist quarters here last November. He was charged with criminal anarchy in connection with the publication of the Revolutionary Age, an extremist newspaper with which he was connected.

Justice Weeks stated that evidence had been produced to show that Gitlow had been the principal author of the manifesto in which he advocated overthrow of the government by force, violence or other unlawful means, he said, adding that the words in the manifesto must be read "with their ordinary meaning."

Gitlow, who is 29 years old, said he was a clothing cutter until he became manager of the Revolutionary Age last June.

TO FINANCE TRANSFER OF MERCHANT MARINE
Washington, Feb. 5.—Investment funds of the American people must be drawn upon to finance the transfer of the government-owned merchant marine to private ownership, Mr. M. Campbell, former assistant lawyer of the Senate Commerce Committee, said today before the senate commerce committee. Funds in banks and other commercial channels will not be sufficient, he said, and that the government should consider the purchase of mortgages and bonds issued against them higher standing as liens against seagoing vessels.

"If legislation I have prepared at the instance of former Chairman Hurley of the board," said Mr. Campbell, "will make ship mortgages liens on vessels held by the government, it will be a permanent class of new small operations something like this must be adopted."

EARL BURGESS, MOTION PICTURE ACTOR, KILLED
Los Angeles, Calif., Feb. 5.—Earl Burgess, a motion picture actor, was killed here today when he fell 700 feet from an airplane on which he was performing in the making of a comedy.

Burgess was flying with Lieutenant Walter Hawkins, an aviator. The actor was to cast off a dummy from the plane. In attempting this he fell. The camera men and director thought the falling body was the dummy and continued photographing. They did not discover their mistake until they went to remove the supposed dummy from telephone wires where it had alighted.

Burgess was a professional "stunt" man and had been employed in motion picture work for ten years.

MEXICO DELAYS RELEASE OF AMERICAN AVIATORS
Douglas, Ariz., Feb. 5.—The release of Lieutenants L. M. Wolfe and G. M. Fisher, who alighted Monday sixteen miles south of Nogozari, Sonora, probably will be delayed for several days, according to information reaching here today. Complete details as to the incident are not yet available.

At the headquarters of the military and civil officials have been sent to Mexico City by order of President Carranza and an order from the capital must be received before the aviators can be released or allowed to return to the border. In the meantime the two lieutenants are guests at the Hotel El Necoazari.

GARRISON OF BRUSSELS STAGED DEMONSTRATION
Paris, Feb. 5.—A Brussels despatch to Vingtieme Siecle says that last night soldiers of the garrison organized a demonstration against the irregularity in the time of service and the food furnished them. The soldiers formed a procession and marched through the streets.

DR. WILHELM MAYER RETURNING TO BERLIN
Paris, Feb. 5.—Dr. Mayer, German charge d'affaires at Paris, will leave Berlin for Paris this evening. He has received formal instructions to accept the allied note demanding extradition of persons accused of war crimes, says a despatch from the German capital by way of Basle.

RETREAT OF RUMANIAN TROOPS HAS BEEN ORDERED
London, Feb. 5.—The Rumanian government here announced today that the Rumanian government has ordered the retreat of the Rumanian troops of occupation in Hungary to the frontier fixed by the peace conference.

LIST OF GERMANS WANTED SENT BY COURIER TO BERLIN
Paris, Feb. 5.—(Havas)—The official list of the Germans demanded for extradition was sent to Berlin by a courier of the ministry of foreign affairs who left yesterday for the German capital.

BILL TO GIVE SERVICE MEN PRIORITY OF LAND
Washington, Feb. 5.—A joint resolution giving priority of land to service men a preference right in obtaining lands under the homestead act was passed today by the senate. It goes now to the president.

NEW ENGLAND EXPERIENCES WORST BLIZZARD IN YEARS

More Than a Foot of Snow Has Fallen at Boston—At Some Points Along the Snow Velocity of Wind Was 72 Miles an Hour—New Haven Road Was Hard Hit, Causing Abandonment of Train Schedules—Mountainous Seas Are Battering the Atlantic Coast—Highest Tides Ever Recorded in New York Harbor Caused Floods Along the Hudson and Harlem Rivers—Damage Done to Resorts and Summer Homes Along the New Jersey and Long Island Coasts is Estimated at Hundreds of Thousands of Dollars—Steamer Maine of the New England Steamship Company Was Driven Ashore on the North End of Long Island.

Boston, Mass., Feb. 5.—New England was battling tonight with the worst blizzard in years. More than a foot of snow had fallen since early morning. Weather bureau of this city announced: "No relief in sight by morning." Street in southern New England and snow in the north-northeast was the bureau's report.

A wind that reached a velocity of 72 miles an hour at some points along the coast brought the tracks of the New York, New Haven and Hartford, the Boston and Albany and the New York and New England railroads to a standstill, causing an abandonment of train schedules. The New Haven road was hardest hit, but a communication was maintained with New York. Express trains were stopped at the station and Albany did not suffer so extensively. Traffic on the Boston and Maine was badly hampered.

Boston tonight was practically cut off from the outside world. The street railway companies had worked hard all day to keep the tracks clear. The stores and schools closed early and employees in the state office buildings were ordered to go home earlier than usual.

Boston traffic police squad was relieved from duty late this afternoon and punge and sleighs took care of the police department's ambulance.

Little damage by high tides was reported, although heavy seas pounded the sea walls all day. Practically all shipping, which had been warned of the coming of the storm, was put into the nearest New England ports before the blizzard reached its height. The Fall River Line, operating between New York and Boston by way of Fall River, announced that no boats would run tonight.

The blizzard was unusually severe in the Cape section. Many passenger trains were stalled and from several points came reports of passengers sleeping in stations or in public buildings that were placed at their convenience.

Two trains which were stalled in a deep snow-filled cut one mile north of here blocked both tracks. A dozen passengers were confined in the train. One of the passengers, a woman, was reported to have suffered slight damage from a rear-end collision earlier in the day. Both trains were reported covered by snow tonight.

The collision occurred when an engine of the Fall River line, which was stalled in a cut, was struck by a train which left for Boston at 10:15 this morning, only to be stalled in the cut. So completely was the train covered by snow that the engineer of the "helper" did not see it and crashed into it, damaging the rear car and shaking up the passengers. Late today a relief train was sent out on the southbound track to bring back the passengers. The engine stalled in the cut. There was little prospect of rescue tonight.

It was estimated tonight that twenty trains were stalled in New England, many of them in the vicinity of Boston. One, stalled near Ipswich on the Boston and Maine railroad, was reported to have 150 passengers aboard.

HIGHEST TIDE EVER IN NEW YORK HARBOR
New York, Feb. 5.—Huge waves rolled up by a fifty mile gale were still sweeping the north Atlantic coast tonight while cities and towns along the shore were trying with increasing desperation to escape the onrush of the deepest snow drifts of years. Damage done by the sea to resorts and summer homes along the New Jersey and Long Island coasts has been estimated at hundreds of thousands of dollars.

Shipping remained at anchor or moved with the utmost caution. In the land-locked waterways around New York huge ice floes aided navigation. The steamer Maine of the New England Steamship Company was driven ashore on the north end of Long Island and four other boats were driven ashore. The Maine, which carries five passengers and a crew of seventy, was reported in no immediate danger and a tug had been sent to her relief.

Cold, snow, ice and high seas have made it almost impossible to transport coal from the tidewater reservoir at Port Amboy to New York and the city faces a fuel famine which will force all its transportation lines to suspend operations unless the weather moderates swiftly.

While mountainous seas were battering the coast, the highest tide ever recorded in New York harbor flooded along the Hudson and Harlem rivers. Flooded ferry houses on the New York and New Jersey sides of the Hudson hampered still further transportation lines already struggling with deep snow. Water from the Erie terminal dripped into the Hudson tubes at Jersey City.

At the headquarters of the regional director of railroads, freight cars and locomotives resulting from the storm were characterized as "difficult but not dangerous." It was asserted there had been no blockade but that traffic was moving slowly. The worst conditions were said to be between London and Boston on the New Haven road, about Port Jervis on the Erie and in the big New York Central yards at West Albany and De Witt. Through trains from all directions were running hours late.

Sabrelight, long a target for the waves, suffered more than any of the other northern New Jersey coast resorts. It was estimated that the high tide and heavy seas had done \$250,000 damage to bulkheads, streets and residences there. A recently completed bulkhead saved the main residence part of the town. The railroad tracks between Sabrelight and Highlands were flooded to a depth of two feet and traffic was suspended. The

Shrewsbury River was higher than ever before and additional damage was feared.

Serious damage was done at Rockaway Beach, where two modern summer hotels, thirty bungalows, a forty suite apartment house, bath houses and dozens of small structures were washed into the sea.

Several buildings were swept away at Coney Island and the first floor of the big Shelburne Hotel at Brighton Beach was flooded. Traffic in the snow filled streets in New York, downed to fifteen per cent of normal. The street cleaning department asked an emergency appropriation of \$150,000 to clean the streets. An urgent appeal was made for workers and it was said 14,000 would be hired if they could be found but that only 3,000 were available. Lacking men to form shoveling gangs, 10 motor plows are being used to clear the main arteries of travel. The health department has stamped the accumulation of snow as a menace in the influenza epidemic.

WEATHER BUREAU REPORTS NO RELIEF IN SIGHT
Washington, Feb. 5.—Relief for the middle and north Atlantic states from the sleet and snow storms, raging since Wednesday, was not in sight tonight.

Much snow tomorrow was forecast by the weather bureau for the entire Atlantic seaboard north of Virginia. A snow storm will continue tomorrow night, and as for the weather beyond that time forecasters would make no prediction in view of the unusual nature and extraordinary magnitude of the storm. High winds may be expected all along the seaboard tomorrow.

Observers at the weather bureau tonight were trying to find the center of the storm. The low point in barometer readings was reported from Atlantic City but severe storms on either side of that city were believed to be the cause of the disturbance. The storm was dividing, but in intensity, as is usual when a division occurs.

DAMAGE DONE ALONG THE NEW JERSEY COAST
Atlantic City, N. J., Feb. 5.—Driven by a gale which has continued for two days, high tides swept the southern New Jersey coast, causing heavy damage between this city and the Delaware Bay. The storm, which is still high, but had shifted to the northwest, and unless there is another change no further damage is expected.

At Longport about 250 feet of the new sea wall which cost \$200,000 was partly wrecked. Water poured through and several houses were battered down by the breakers. The greater portion of the Ventnor City, Longport and Margate City boardwalks were washed away while a section of the boardwalk in this city between Vermont and Rhode Island Avenues was wrecked.